

LTIP  
CONTINGENCY  
#1

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBQ04

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SPRINGDALE CODE# 061-75104

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 10 / 04

CONTACT: WAYNE F. SHULER, P.E., P.S. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL Wshuler@cds-assoc.com

PROJECT NAME: EAST KEMPER ROAD, PHASE III

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District

(Section 6119 or 6117 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$1,157,500.00  
☐ 2. Loan \$  
☐ 3. Loan Assistance \$

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 2,315,000.00 FUNDING REQUESTED: \$ 1,157,500.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,157,500

LOAN ASSISTANCE: \$

SCIP LOAN: \$ RATE: % TERM: yrs.

RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2004 SEP 17 AM 11:23

## FOR OPWC USE ONLY

PROJECT NUMBER: C / C  
Local Participation %  
OPWC Participation %  
Project Release Date: / /  
OPWC Approval:

APPROVED FUNDING: \$  
Loan Interest Rate: %  
Loan Term: years  
Maturity Date:  
Date Approved: / /  
SCIP Loan RLP Loan

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

FORCE ACCOUNT  
TOTAL DOLLARS DOLLARS

a.) Basic Engineering Services:

\$           .00                     

Preliminary Design \$           .00

Final Design \$           .00

Bidding \$           .00

Construction Phase \$           .00

Additional Engineering Services

\$           .00                     

\*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$           .00                     

c.) Construction Costs:

\$   2,315,000.00                     

d.) Equipment Purchased Directly:

\$           .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance  
Applications Only)

\$           .00

f.) Construction Contingencies:

\$           .00

g.) TOTAL ESTIMATED COSTS:

\$   2,315,000.00

\*List Additional Engineering Services here:

Service:

Cost:

## 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>.00</u>	<u>      </u>
b.) Local Revenues	\$ <u>694,500.00</u>	<u>30%</u>
c.) Other Public Revenues	\$ <u>.00</u>	<u>      </u>
ODOT	\$ <u>.00</u>	<u>      </u>
Rural Development	\$ <u>.00</u>	<u>      </u>
OEPA	\$ <u>.00</u>	<u>      </u>
OWDA	\$ <u>.00</u>	<u>      </u>
CDBG	\$ <u>.00</u>	<u>      </u>
OTHER MRF *	\$ <u>463,000.00</u>	<u>20%</u>
This will be a 2-year project, 2006-2007, see attached funding breakdown per year.		
SUBTOTAL LOCAL RESOURCES:	\$ <u>1,157,500.00</u>	<u>50%</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,157,500.00</u>	<u>50%</u>
2. Loan	\$ <u>.00</u>	<u>      </u>
3. Loan Assistance	\$ <u>.00</u>	<u>      </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>1,157,500.00</u>	<u>50%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>2,315,000.00</u>	<u>100%</u>

## 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date: \_\_\_\_\_

STATUS: (Check one)

Traditional \_\_\_\_\_  
Local Planning Agency (LPA) \_\_\_\_\_  
State Infrastructure Bank \_\_\_\_\_

## 2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: EAST KEMPER ROAD, PHASE III

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### 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

#### A: SPECIFIC LOCATION:

Kemper Road from 340' west of Tri-County Parkway to 780' east of bridge. Tri-County Parkway from Kemper Road to southernmost driveway to Springdale Plaza, Hamilton County, Ohio.

PROJECT ZIP CODE: 45246

#### B: PROJECT COMPONENTS:

Widen existing Bridge No. HAM-S0266-038 over CSX Railroad to accommodate two additional lanes. Widen Kemper Road west of Tri-County Parkway to west project limits. Widen Kemper Road east of bridge to east project limits. Widen Tri-County Parkway from southernmost drive to Springdale Plaza north to Kemper Road. Resurfacing entire length of Tri-County Parkway within project limits. Resurfacing of Kemper Road within project limits. Storm sewer modifications as necessary. Traffic signal modifications at intersection of Tri-County Parkway and Kemper Road.

#### C: PHYSICAL DIMENSIONS:

Kemper Road - 340' west of intersection of Tri-County Parkway to intersection. Widen to five 11' eastbound lanes, see attached plans. The new pavement will consist of an heavy grade asphalt surface course with aggregate base. The widening will occur on the south side of the roadway and include Type 2 curb and gutter. Pavement plane and resurface from centerline of existing Kemper Road to widening with 1-1/2" Asphalt Concrete Surface Course. Replace retaining wall along Kemper Road.

Kemper Road - From Tri-County Parkway to 780' east of bridge, widen to eight 11' lanes of traffic. Widen Bridge No. HAM-S0266-0038 to accommodate two additional lanes (one eastbound through and one westbound left turn). 22' of additional pavement on south side of Kemper Road consisting of 1-1/2" of 448 Asphalt Concrete Surface Course, 1-1/2" Asphalt Concrete Intermediate Course, and 9" 301 Asphalt Concrete Base. Plane and resurface remaining roadway using 448 Asphalt Concrete Surface Course. Replace Type 2 curb and gutter, catch basins, and storm sewer on south side of Kemper Road.

Tri-County Parkway - From Springdale Plaza Drive to northernmost drive, widen roadway to approximately 46'. From northernmost Springdale Plaza driveway to Kemper Road, widen to approximately 85' (6\* lanes of traffic with varying widths), see attached plans. Plane and resurface entire roadway with 1-1/2" 448 Asphalt Concrete Surface Course. Retaining walls to be provided on west side of roadway. New Type 2 curb and gutter, new catch basins, and new storm to be added where needed.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 29,857 Year: 2002 Projected ADT: 50,747 Year: 2022

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ \_\_\_\_\_ Proposed Rate: \$ \_\_\_\_\_

Stormwater: Number of households served: \_\_\_\_\_

**2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years - Roadway**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 2,191,800.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 123,200.00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06 / 07 / 04</u>	<u>05 / 20 / 05</u>
4.2 Bid Advertisement and Award:	<u>06 / 20 / 05</u>	<u>08 / 17 / 05</u>
4.3 Construction:	<u>02 / 13 / 06</u>	<u>07 / 27 / 07</u>
4.4 Right-of-Way/Land Acquisition:	<u>08 / 04 / 04</u>	<u>06 / 17 / 05</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 PROJECT OFFICIALS:

#### 5.1 CHIEF EXECUTIVE

OFFICER Mr. Cecil Osborn  
TITLE City Administrator  
STREET City of Springdale  
11700 Springfield Pike  
CITY/ZIP City of Springdale, Ohio 45246  
PHONE (513) 346-5700  
FAX (513) 346-5747  
E-MAIL \_\_\_\_\_

#### 5.2 CHIEF FINANCIAL

OFFICER Mr. Ed Knox  
TITLE Director of Finance  
STREET City of Springdale  
11700 Springfield Pike  
CITY/ZIP City of Springdale, Ohio 45246  
PHONE (513) 346-5700  
FAX (513) 346-5747  
E-MAIL \_\_\_\_\_

#### 5.3 PROJECT MANAGER

TITLE Mr. Wayne F. Shuler, P.E., P.S.  
STREET City Engineer  
CDS Associates, Inc.  
11120 Kenwood Road  
CITY/ZIP Cincinnati, Ohio 45242  
PHONE (513) 791-1700  
FAX (513) 791-1936  
E-MAIL Wshuler@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

## **CONSTRUCTION SCHEDULE**

Round 19 Project Agreement to City	July 1, 2005
Advertise for Bids	June 20 <sup>th</sup> – July 27, 2005
Award Contract	August 17, 2005
Start Roadway Construction	February 13, 2006
Complete Roadway Construction	October 6, 2006
Shutdown due to holiday traffic period	
Start Bridge Construction	March 12, 2007
Complete Bridge Construction	July 27, 2007

## **DESIGN SCHEDULE RIGHT-OF-WAY SCHEDULE**

50% Complete Design	August 2, 2004 September 17, 2004
Preliminary Right-of-way Contacts	August 4, 2004 October 31, 2004
Detailed Design	November 12, 2005 May 20, 2005
Final Right-of-way Acquisition	December 1, 2004 June 17, 2005

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ x ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ x ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [ x ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ x ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ x ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

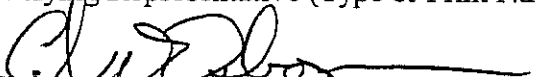
## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Cecil Osborn, City Administrator

Certifying Representative (Type or Print Name and Title)

  
Original Signature/Date Signed



# CDS Associates, Inc.

Project: E. KEMPER ROAD IMPROVEMENTS  
SPRINGDALE, OHIO

Date: Sep-04  
Project: 2004211-000

Item No.	Spec. No.	ITEM	Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	201E11001	CLEARING AND GRUBBING, AS PER PLAN	1	LUMP	\$20,000.00	\$20,000.00
2	202E30000	WALK REMOVED	6330	SQ. FT.	\$1.00	\$6,330.00
3	202E32000	CURB REMOVED	700	LIN. FT.	\$5.00	\$3,500.00
4	202E32500	CURB AND GUTTER REMOVED	2750	LIN. FT.	\$5.00	\$13,750.00
5	202E32800	CONCRETE SLOPE PROTECTION REMOVED	25	SQ. FT.	\$4.00	\$100.00
6	202E35100	PIPE REMOVED, 24" AND UNDER	200	LIN. FT.	\$5.00	\$1,000.00
7	202E38000	GUARDRAIL REMOVED	252	LIN. FT.	\$3.00	\$756.00
8	202E58100	CATCH BASIN REMOVED	10	EACH	\$800.00	\$8,000.00
9	202E98300	REMOVAL MISC.: CONCRETE MEDIAN	10	SQ. YD.	\$10.00	\$100.00
10	202E98400	REMOVAL MISC.: MODULAR WALL REMOVED	840	SQ. FT.	\$10.00	\$8,400.00
11	202E98000	REMOVAL MISC.: RELOCATE LIGHT POLE FOUNDATION, AS PER PLAN	4	LUMP	\$5,000.00	\$20,000.00
12	202E98300	REMOVAL MISC.: REMOVE EXISTING SIGN FOUNDATION	3	LUMP	\$1,500.00	\$4,500.00
13	203E10000	EXCAVATION ( NOT INCLUDING EMBANKMENT )	2000	CU. YD.	\$25.00	\$50,000.00
14	203E20000	EMBANKMENT	1700	CU. YD.	\$15.00	\$25,500.00
15	204E45000	PROOF ROLLING	4	HOURL	\$90.00	\$360.00
16	204E10000	SUBGRADE COMPACTION	5700	SQ. YD.	\$1.25	\$7,125.00
17	653E10000	TOPSOIL FURNISHED AND PLACED (4")	380	CU. YD.	\$35.00	\$13,300.00

# CDS Associates, Inc.

Project: E. KEMPER ROAD IMPROVEMENTS  
SPRINGDALE, OHIO

Date: Sep-04  
Project: 2004211-000

Item No.	Spec. No.	ITEM	Quantity	Unit of Measure	Unit Cost Total	Item Cost
18	SPL	RELOCATE EX BUSINESS PYLON SIGNAGE (INC FOUNDATION)	2	EA	\$18,000.00	\$36,000.00
19	SPL	RELOCATE EX BUSINESS GROUND MOUNTED SIGN (INC FOUNDATION)	1	EA	\$5,000.00	\$5,000.00
		ROADWAY SUBTOTAL				\$223,721.00
		PAVEMENT				
20	251E01001	PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN	50	SQ. YD.	\$50.00	\$2,500.00
21	253E90100	FULL DEPTH PAVEMENT REPAIR, AS PER PLAN	50	SQ. YD.	\$50.00	\$2,500.00
22	254E01001	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH	1720	SQ. YD.	\$2.50	\$4,300.00
23	301E48000	BITUMINOUS AGGREGATE BASE PG 64-22, (DRIVEWAYS)	50	CU. YD.	\$150.00	\$7,500.00
24	301E48000	BITUMINOUS AGGREGATE BASE (2-LIFTS)	1150	CU. YD.	\$80.00	\$92,000.00
24	448E46020	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)	25	CU. YD.	\$150.00	\$3,750.00
25	448E46020	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	175	CU. YD.	\$95.00	\$16,625.00
25	448E47020	ASPHALT CONCRETE SURFACE COURSE (DRIVEWAYS)	15	CU. YD.	\$175.00	\$2,625.00
26	448E47020	ASPHALT CONCRETE SURFACE COURSE	950	CU. YD.	\$95.00	\$90,250.00
27	407E10000	TACK COAT @ 0.10 GAL/SY	2076	GALLON	\$0.10	\$207.60
28	606E13000	GUARDRAIL, TYPE 5	219	LIN. FT.	\$15.00	\$3,285.00
29	606E26000	ANCHOR ASSEMBLY, TYPE B	2	EACH	\$1,500.00	\$3,000.00

# CDS Associates, Inc.

Project: E. KEMPER ROAD IMPROVEMENTS  
SPRINGDALE, OHIO

Date: Sep-04  
Project: 2004211-000

Item No.	Spec. No.	ITEM	Quantity	Unit of Measure	Unit Cost Total	Item Cost
30	606E36100	BRIDGE TERMINAL ASSEMBLY, TYPE J	2	EACH	\$1,500.00	\$3,000.00
31	608E12000	5" CONCRETE WALK, AS PER PLAN	5600	SQ. FT.	\$4.00	\$22,400.00
32	608E49001	CURB RAMP, AS PER PLAN	4	EA	\$350.00	\$1,400.00
33	304E20000*	AGGREGATE BASE	100	CY	\$45.00	\$4,500.00
34	609E12000	COMBINATION CURB AND GUTTER, TYPE 2	2900	LIN. FT.	\$14.00	\$40,600.00
35	609E26000	CURB, TYPE 6	700	LIN. FT.	\$14.00	\$9,800.00
36	SPL	CONCRETE MEDIAN	800	SF	\$8.00	\$6,400.00
37	SPL*	PAVEMENT JOINT REINFORCEMENT FABRIC, AS PER PLAN	2850	LIN. FT.	\$1.50	\$4,275.00
		PAVEMENT SUBTOTAL				\$320,917.60
		DRAINAGE				
38	603E04400	12" CONDUIT, TYPE B, 707.33	240	LIN. FT.	\$60.00	\$14,400.00
39	603E04400	15" CONDUIT, TYPE B, 707.33	16	LIN. FT.	\$65.00	\$1,040.00
40	603E04400	18" CONDUIT, TYPE B, 707.33	250	LIN. FT.	\$65.00	\$16,250.00
41	603E04400	21" CONDUIT, TYPE B, 707.33	16	LIN. FT.	\$70.00	\$1,120.00
42	604E00400	CATCH BASIN, No. 3	12	EACH	\$2,000.00	\$24,000.00
43	604E00800	CATCH BASIN, No. 3A	2	EACH	\$1,800.00	\$3,600.00

# CDS Associates, Inc.

Project: E. KEMPER ROAD IMPROVEMENTS  
SPRINGDALE, OHIO

Date: Sep-04  
Project: 2004211-000

Item No.	Spec. No.	ITEM	Quantity	Unit of Measure	Unit Cost Total	Item Cost
44	604E02000	CATCH BASIN, NO. 6	1	EACH	\$1,600.00	\$1,600.00
45	604E04500	CATCH BASIN, No. 2-2B	2	EACH	\$1,500.00	\$3,000.00
46	604E04800	CATCH BASIN, No. 2-5	1	EACH	\$1,500.00	\$1,500.00
47	604E20600*	INLET ADJUSTED TO GRADE	1	EACH	\$450.00	\$450.00
48	604E20800*	INLET RECONSTRUCTED TO GRADE	1	EACH	\$800.00	\$800.00
49	604E31500	MANHOLE, No. 3 (48" BASE)	2	EACH	\$1,500.00	\$3,000.00
50	SPL	CATCH BASIN CONVERTED TO MANHOLE	2	EACH	\$750.00	\$1,500.00
51	603E98100*	ROOF DRAINS	100	LIN. FT.	\$10.00	\$1,000.00
52	605E13402*	UNCLASSIFIED PIPE UNDERDRAIN, 707.41 FOR SPRINGS	100	LIN. FT.	\$10.00	\$1,000.00
53	605E13300*	6" UNCLASSIFIED PIPE UNDERDRAIN	100	LIN. FT.	\$10.00	\$1,000.00
54	605E32200*	AGGREGATE DRAINS FOR SPRINGS	100	LIN. FT.	\$10.00	\$1,000.00
DRAINAGE SUBTOTAL						\$76,260.00
EROSION CONTROL						
55	SPL	PERIMETER FILTER FABRIC FENCE	2000	LF	\$1.75	\$3,500.00
56	659E10000	SEEDING AND MULCHING	3300	SQ. YD.	\$1.50	\$4,950.00
57	659E98000	REPAIR SEEDING AND MULCHING, AS PER PLAN	300	SQ. YD.	\$0.80	\$240.00
58	659E35000	WATER	10	M. GAL.	\$5.00	\$50.00

**E. KEMPER ROAD IMPROVEMENTS  
SPRINGDALE, OHIO**

**Project:**

Date: Sep-04

**Sep-04**

Project: 2004211-000

Item No.	Spec. No.	ITEM	Quantity	Unit of Measure	Unit Cost Total	Item Cost
		EROSION CONTROL SUBTOTAL				\$8,740.00
		MAINTENANCE OF TRAFFIC				
59	614E11000	MAINTAINING TRAFFIC	1	LUMP	\$60,000.00	\$60,000.00
60	624E10000	MOBILIZATION	1	LUMP	\$10,000.00	\$10,000.00
61	410E11000*	TRAFFIC COMPACTED SURFACE, TYPE B	400	CU. YD.	\$30.00	\$12,000.00
62	614E13000*	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC	400	CU. YD.	\$40.00	\$16,000.00
63	619E11000	FIELD OFFICE, TYPE A	1	LUMP	\$5,000.00	\$5,000.00
64	SPL	TEMP. PAVEMENT MARKINGS	1	LUMP	\$10,000.00	\$10,000.00
		MAINTENANCE OF TRAFFIC SUBTOTAL				\$113,000.00
		TRAFFIC CONTROL				
64	SPL	SIGNALS	1	LUMP	\$175,000.00	\$175,000.00
65	SPL	PAVEMENT MARKING AND SIGNAGE	1	LUMP	\$65,000.00	\$65,000.00
		TRAFFIC CONTROL SUBTOTAL				\$240,000.00
		CWW				

**Project: E. KEMPER ROAD IMPROVEMENTS  
SPRINGDALE, OHIO**

Date: Sep-04  
Project: 2004211-000

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# CDS Associates, Inc.

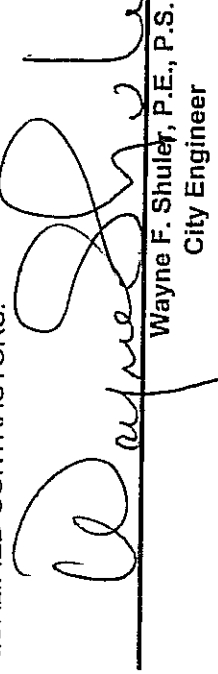
Project: E. KEMPER ROAD IMPROVEMENTS  
SPRINGDALE, OHIO

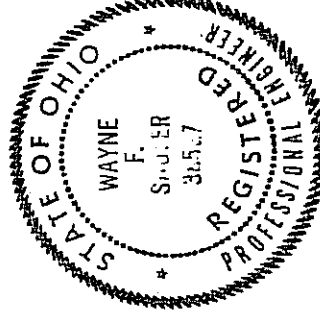
Date: Sep-04  
Project: 2004211-000

Item No.	Spec. No.	ITEM	Quantity	Unit of Measure	Unit Cost Total	Item Cost
		<b>SUMMARY</b>				
		SUBTOTAL PRELIMINARY CONSTRUCTION COST				\$1,884,695.10
		APPROX 10% CONTINGENCY				\$180,304.90
		ESTIMATED RAILROAD FORCE ACCOUNT				\$250,000.00
		TOTAL OPINION OF CONSTRUCTION COST				\$2,315,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE SPRINGDALE PARKS SUBDIVISION STREET REPAIR / RESURFACING IMPROVEMENTS WILL BE 20 YEARS FOR THE ROADWAY.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

  
Wayne F. Shuler, P.E., P.S.  
City Engineer



# City of Springdale

DOYLE H. WEBSTER  
Mayor

CECIL W. OSBORN  
City Administrator

EDWARD F. KNOX  
Clerk of Council / Finance Director

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## CERTIFICATION OF FUNDS

In regard to the **East Kemper Road Phase III Improvements** project, the City of Springdale has submitted for \$463,000.00 in MRF funds, see attached application. This combination between the 20% MRF funds and 30% (\$694,500.00) local funds will compose the 50% local match for this project.

I hereby certify that upon award of the Municipal Road Funds, which were applied for in August of 2004, the City will utilize the \$463,000.00 of Municipal Road Fund dollars in combination with the \$694,500.00 local dollars to total \$1,157,500.00, i.e., the 50% local match for this project.

This money will be available during the scheduled construction phases of 2006 and 2007.

 / 9-10-04  
\_\_\_\_\_  
Edward Knox, Finance Director      Date



**PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2005**

2005 MRF FORM

RESOLUTION NO. R24-2004

**AUTHORIZING THE CITY ADMINISTRATOR TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) FUNDS AND AUTHORIZING THE MAYOR AND CLERK OF COUNCIL/FINANCE DIRECTOR TO EXECUTE ALL CONTRACTS AND OTHER DOCUMENTS**

WHEREAS, street and road repairs are a priority for the City of Springdale; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of Local Transportation Improvement Program (LTIP) funds for 2005 (Round 19); and

WHEREAS, the City of Springdale will apply for funding under LTIP as part of the District 2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio seven members elected thereto concurring:

Section 1. That the Council of the City of Springdale does hereby endorse and support the application for LTIP funds for infrastructure repairs and improvements as follows:

1. East Kemper Road Improvement Project Phase 3.
2. Observatory Area Streets - Repair and Resurfacing Project.

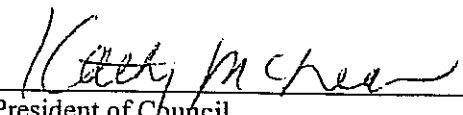
Section 2. That the City Administrator is hereby authorized and directed to file application for Ohio Public Works funding under LTIP for 2005.

Section 3. That if LTIP funds are awarded, the Mayor and Clerk of Council/Finance Director are authorized to execute all contracts and other documents implementing said program.

Section 4. That the City of Springdale hereby requests the Ohio Public Works Commission (OPWC) to consider and fund this application.

Section 5. That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

Dated this 1<sup>st</sup> day of September 2004.

  
\_\_\_\_\_  
President of Council

Attest:

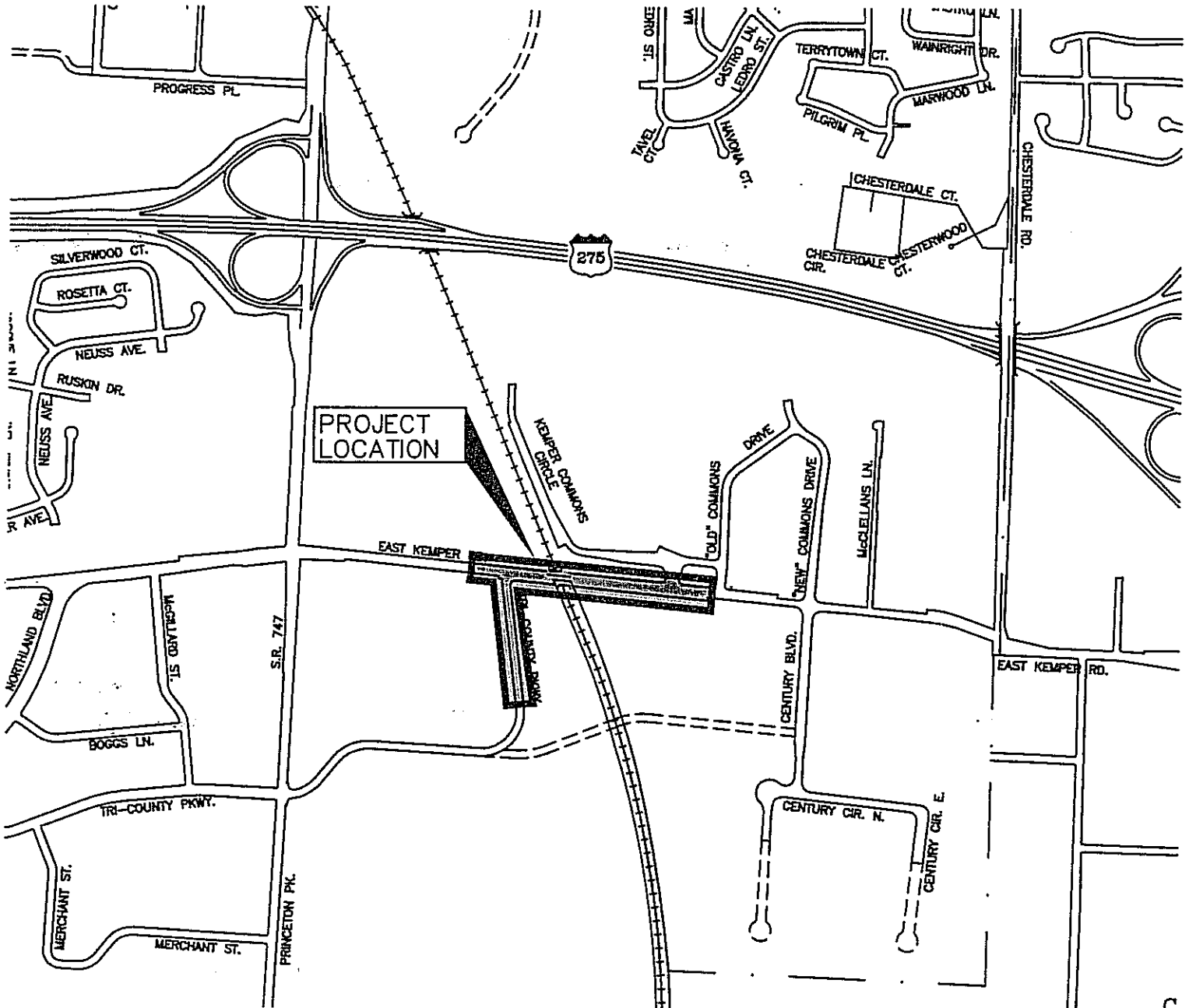
  
\_\_\_\_\_  
Clerk of Council/Finance Director

Approved:



# KEMPER ROAD IMPROVEMENTS PHASE III

## VICINITY MAP



**CDS**  
engineers  
architects  
planners  
surveyors

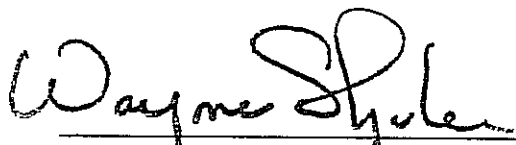
CDS Associates, Inc.  
[www.cds-8550c.com](http://www.cds-8550c.com)

11120 Kenwood Road  
Cincinnati, Ohio 45242-1818  
513.791.1700  
513.791.1936 FAX

7000 Dixie Highway  
Florence, Kentucky 41042  
859.525.0544  
859.525.0561 FAX

## TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by a computerized traffic control system count taken at the location and date noted on the traffic count printout.

 9/10/04  
Wayne F. Shuler, P.E., P.S. Date  
City Engineer

## ADDITIONAL SUPPORT INFORMATION

For Program Year 2004 (July 1, 2004 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? \_\_\_\_\_ YES   X   NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

### 1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement condition along Kemper Road is fair due to some minor issues since the last resurfacing in 1988. Traffic has increased significantly in this time, thus contributing to the state of the pavement. Pavement along Tri-County Parkway is in poor condition due to numerous widening projects necessitated by the retail development. Multiple serious cracks have formed in the original pavement and the problem has spread to the curb and gutter. The bridge has already been resurfaced once to correct pavement flaws because of the increasing traffic. The bridge needs to be widened in order to adequately handle the increasing loads.

### 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The accident data on Kemper Road at the intersection of Tri-County Parkway shows that there is a high number of accidents occurring at this intersection. From 1994 – 1997, a total of 61 accidents were reported. 31 rear end collisions and 23 angle collisions make up the majority of the accident type. Since the date of the Kemper Road Corridor Study, Springdale Plaza has been redeveloped, creating additional traffic with an increase in traffic to Tri-County Parkway, the number of accidents at this intersection has more than likely increased.

The number of accidents can be attributed to the long queuing lengths, which cause traffic to stop beyond the intersection. High amounts of traffic along the corridor increases the potential for backup at this intersection, correlating to the high amount of rear end and angle collisions. The improvements are designed to increase the level of service on Kemper Road, which in turn should reduce the amount of stopped traffic in the intersection. As a result of this reduction, rear end and angle collisions should also make a similar drop.

Regarding emergency service response time, the City of Springdale Fire and Police Departments are located along S.R. 4 approximately ¼ mile north of Kemper Road. The primary emergency vehicle route to the Heritage Hill Subdivision (located at the northeast corner of the City is via Kemper Road to Chesterdale Road. At various times during the year, traffic conditions along Kemper Road require that alternate routes be utilized; however, all other alternative routes are impacted by at-grade railroad crossings. The improvements will result in a better level of service at key intersections resulting in a faster emergency response time.

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**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

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**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 East Kemper Road Improvements, Phase III  
Priority 2 Observatory Area Subdivision Repair and Resurfacing  
Priority 3 \_\_\_\_\_  
Priority 4 \_\_\_\_\_  
Priority 5 \_\_\_\_\_

**5) Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**6) Economic Growth - How will the completed project enhance economic growth?**

Give a statement of the projects effect on the economic growth of the service area (be specific).

East Kemper Road is an arterial to all of the surrounding businesses and to other arterials in the Springdale area (e.g., S.R. 747 and S.R. 4). See attached statement on economic impact.  
\_\_\_\_\_  
\_\_\_\_\_

**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

**8) Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 31<sup>st</sup> of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF funding - Springdale (\$463,000.00)  
\_\_\_\_\_

# ECONOMIC GROWTH

The project for which this application is being submitted is the third phase of a three-phase multi-million dollar plan to improve Kemper Road from the vicinity of McGillard Street on the west to Chesterdale Road to the east. The first phase, which was at the west end of the corridor, was constructed in the fall of 2000 and the summer of 2001. The second phase of the project, which is at the east end of the corridor was completed in 2004.

The East Kemper Road Corridor continues to be the premier economic growth area in Springdale. It is the primary thoroughfare for the Springdale Retail District, the largest concentration of retail development in the metropolitan region. There are presently approximately 4.0 million square feet of retail space and 2.1 million square feet of Class 'A' office space within a one-mile radius of the center point of this project. When industrial employment is factored in, there are over 60,000 people employed within that one-mile radius.

In the past five years there has been more than 700,000 square feet in new commercial construction including Lowe's, Target, Globe Furniture, Sofa Express, Golf Galaxy, Costco Wholesale, Bed, Bath & Beyond, and DSW Shoe Warehouse, Dicks Sporting Goods, and Barnes & Noble Booksellers. Additionally, one existing shopping center along Kemper Road - Princeton Plaza - has completed redevelopment expansion projects that have resulted in new commercial investment and releasing. Another shopping center along Kemper Road - Cassinelli Square - have completed plans for redevelopment expansion projects that have resulted in new commercial investment and releasing. The retail district along East Kemper Road is anchored by Tri-County Mall. At 1.3 million square feet of leaseable space, it is the largest mall in the region. Mall ownership and management is currently studying the feasibility of proposed redevelopment and expansion plans. City staff has met with Tri-County Mall management to discuss this possible expansion and the mall management stated their concern for additional improvements to the corridor to maintain an efficient traffic flow.

In addition to retail, the East Kemper Road Corridor has seen service and office development over the past five years, including an 110,000 square foot church complex, and new restaurants such as Macaroni Grill, Chili's, and Panera Bread. A number of office and manufacturing firms are located in the corridor area as well. Some of Springdale's largest employers are located in this area including John Morrell, and Kroger's.

Our ability to attract and facilitate development, economic investment, and jobs depends on road improvements to the East Kemper Road Corridor that would provide the capacity necessary to handle the traffic volume generated by these businesses. This area is a vital, high growth economic hub for not only the City of Springdale but also the entire northern Hamilton County region. It is the dominant retail corridor with highly concentrated office densities, an affluent customer base, and high traffic volumes. The development of new shopping areas in Butler and Warren Counties has placed increased pressure to provide an efficient and safe roadway network to serve the retail area and allow it to compete.

The funding and construction of the Phase III project, which links the completed Phase 1 and Phase 2 projects, is critical for the retention of the more than 1,000 new jobs created in the last few years, as well as the continued vitality and long term sustainability of this vital area and our economic well being.



9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The additional lanes on both Kemper Road and Tri-County Parkway will improve the projected level of service for this key intersection. An attached document shows the level of service analysis and summary.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Failed Proposed LOS D'

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

The amount of turning movements at Tri-County Parkway is significant. With the proposed improvements, 3 of the 4 left turn movements will be a double left and three of the four right turn movements will be exclusive right only lanes, with the northbound turn from Tri-County Parkway being a double right. The addition of lanes beyond what is currently planned is not feasible.

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 1

- a.) Are preliminary plans or engineering completed? Yes x No        N/A
- b.) Are detailed construction plans completed? Yes        No x N/A
- c.) Are all utility coordination's completed? (see attached Schedule) Yes        No x N/A
- d.) Are all right-of-way and easements acquired (if applicable)? Yes        No x N/A

If no, how many parcels needed for project? 3 Of these, how many are: Takes         
Temporary         
Permanent 3

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Preliminary contact with the owners of the parcels has been completed at the time of this application. Drew Coren, representing Jubilee-Springdale, LLC (Springdale Plaza) was contacted on August 5, 2004. Patti Hull of Lowes was contacted on August 26, 2003. James Lex (representing John Morrell) was contacted on September 15<sup>th</sup>, 2003.

- e.) Give an estimate of time needed to complete any item above not yet completed.        Months.  
Detailed Design = 9 Months  
Right-of-way = 7 Months

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

East Kemper Road is a segment of the east-west arterial that consists of East and West Kemper Road and connects the following north-south arterials: U.S. 27 (Colerain Avenue), U.S. 127 (Hamilton Avenue), Winton road, S.R. 4 (Springfield Pike), S.R. 747 (Princeton Pike), U.S. 42, Reed Hartman Highway, and U.S. 22 / S.R. 3 (Montgomery Road). In addition, due to Kemper Road running parallel with and less than one mile from I-275, it serves as a relief arterial for I-275 during peak hours, and during the occurrence of accidents on I-275. In regard to the lane addition as indicated in this application, the most significant impact will be on the portion of Kemper Road between Winton Road and Mosteller Road, which would significantly affect the communities of Forest Park, Greenhills, Sharonville, Springdale, Woodlawn and Springfield Township. The total combined population for these communities are approximately 88,600. The retail area in the vicinity of S.R. 747 and Kemper Road is a regional shopping area for customers generally in Hamilton, Butler and Warren Counties.

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A x \_\_\_\_\_

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 29,851 x 1.20 = 35,822 Users

Water / Sewer: Homes \_\_\_\_\_ x 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional \$5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply).

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>Permissive Motor Vehicle License Fee</u>
Infrastructure Levy	_____	Specify type _____
Facility Users Fee	_____	Specify type _____
Dedicated Tax	_____	Specify type _____
Other Fee, Levy or Tax	_____	Specify type _____

SCIP/LTIP PROGRAM  
ROUND 19 - PROGRAM YEAR 2005  
PROJECT SELECTION CRITERIA  
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: SPRINGDALE

NAME OF PROJECT: E. KEMPER RD. PHASE III

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

*5 1/2 yr*

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

\_\_\_\_\_

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

*Acc. Summary,  
Rate 1.51 @ Kemper &  
TriCounty Flwy*

*Kemper - 5-11' lanes west  
8-11' lanes east*

*(15) Since rate not total since  
LO service for partial future demand*

Appeal Score

\_\_\_\_\_

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?  
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

5) Will the completed project generate user fees or assessments?

Appeal Score

10 - No

0 - Yes

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

Appeal Score

10 - The project will directly secure new employment

5 - The project will permit more development

0 - The project will not impact development

0

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

LOCAL = 30%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

MRF = 20%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

EX LOCAL F  
proposed D  
used full build out  
traffic volumes

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17

3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17

0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major Impact

8 - Significant Impact

6 - Moderate Impact

4 - Minor Impact

2 - Minimal or No Impact

Appeal Score

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

35,822

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$ 5

# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, **specific documentation is required**. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## **Criterion 3 – Health**

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, **specific documentation is required**. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

**Major Impact – Roads: Major Arterial:** A direct connector to an Interstate Highway. Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

**Significant Impact – Roads: Minor Arterial:** A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

**Moderate Impact – Roads: Major Collector:** A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

**Minor Impact – Roads: Minor Collector:** A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

**Minimal or No Impact – Roads: Local:** A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes; serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

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<http://www.hamilton-co.org/engineer/SCIP/lfp.htm>